

SEARS ISLAND VISIONS

Anne Crimando:

"My concern is the preservation of critical habitat and the impact on the ecosystem that any type of development would have.

168 species of birds, 28 mammals and 9 amphibian and reptile species have had documented sightings on the island.

The island is an incubator of many life forms and is an important nursery habitat for marine species in Penobscot Bay."

James Grossman:

"I have a vision of a time in American history, perhaps next year, perhaps 50 years from now, when someone with access to money, power or influence will behold a place of unspoiled beauty and say, "I will not exploit this place, I will not destroy this place".

That moment will mark a turning point for the civilization of which we are a part.

With each passing day more than 940 acres are paved over in this country. Every day far over 940 acres of forest are being turned into grazing land and ultimately hamburger.

Every day it is becoming increasingly difficult for the average seeker of peace and quiet, of inspiration, to find to such an experience.

I have a vision of a special place that will become a beacon for travelers on Route One. A place shared by fitness enthusiasts and the disabled, a place for children to learn about our planet and a place for the elderly to reflect on their lives and their place in the cosmos. A place shared by beachcombers and bird watchers, scientists, theologians. A place that can be shared by landscape painters (whether they work in watercolors, oils or acrylics) and photographers. All will need to eat, have places to stay have their cars fuelled, serviced and repaired. They might need rain gear, boots, binoculars and medicine. They might stay for extended vacations.

I have a vision of a thriving Searsport. Where modern businesses such as biotechnology will want to locate. Their employees will need housing and pay property taxes. They will demand a school district second to none and will help to make this happen.

I see a mediation process intended to reconcile the advocates for industrialization with those who have the foresight of a Theodore Roosevelt and see the need for conservation.

I imagine a state government that has not predetermined the outcome of this process and will not ignore any recommendations that do not suit their plans.

This is my vision. Let us see how it plays out in real life."

Lorin Hollander:

"I have been reading the "Cruising Guide to the Maine Coast" (Taft,Rindlaub, 2002), a guide used by sailors and tourists around the world. It speaks of Penobscot Bay as offering "some of the best cruising in the world. Graced by more than 200 islands,

uninhabited beauty, bustling fishing communities," describing these villages glowingly. So I looked up Long Cove in Searsport and read: "Long Cove is one of the most industrialized areas in Maine, with cargo piers, warehouses and oil tanks. There is nothing here to attract yachtsmen except adequate protection." In other words, "stay away!"

So, I have a vision for Maine, one which is, and has been, the vision of many. Theodore Roosevelt said: "I want wilderness preserved because it is the only thing of its kind in the world, built by no hand of man, a temple grander than any human architect could ever build. It shames our country and civilization when we destroy it. This is not only a plea for wilderness, it is warning and a plea for the rights of future generations. Our wilderness must be handed on unimpaired to posterity. We are not building this country for a day. It is to last through the ages."

John Muir who shared this vision expressed it differently. "Any fool can destroy wilderness. For millions of years God has cared for wilderness, saved it from tempests and floods, disease, earthquakes, and a thousand straining, leveling disasters. But He cannot save it from fools. Only the government can do that."

I have a vision where Maine is recognized for having such a government, one which is creative, ethical and wise. A haven where big business is not in collusion with big money and corrupt government and where the people still control their destiny.

Muir said, "To save nature is to save oneself. The choking harness of civilization drops away, and our wounds heal. Our children cannot thrive without wilderness." I envision Sears Island celebrated internationally as one of the few remaining Healing Islands where our children and their children may become whole and healthy - physically, emotionally and spiritually. Right now Maine is known for its horrifying statistics on childhood and teenage suicide, drug and alcohol addiction - 49 percent higher than the national average (Portland Press Herald, 2004).

And I envision our young people returning to or staying in Maine after college to work; where they prosper, as so many young adults are prospering, involved in the 'Great Work' (Berry, 2001) of averting planetary disaster by restoring and conserving nature. It has become clear that the reason young people do not return to Maine is not because there are no jobs, they stay away because we promise them the wrong kind of jobs.

They are ashamed of our blindness as we continue to exploit nature and destroy life - ignorantly seduced by greed and a belief in the failed promises of industrial riches. Our children seek communities in which to live and work where there is an awareness of the massive transformation of consciousness underway on the planet.

I envision Maine taking its rightful position as a leader in what has become the real "progress," protecting the last remaining wilderness on the planet while harvesting the riches to be found as we share our treasure with the world.

It is time we finally wake up and work together to assure that we do not cause all that makes us important and beautiful to vanish from the Earth."

Garry Maines:

"I feel it is in the State's best interest to proceed with development of this port. It is illogical to continue to oppose a good use of a rare opportunity such as Sears Island. I feel the negative impacts are minor compared to the vast benefits. Thank you for this opportunity."

Joe Perry:

"This is my vision of concerns about Sears Island. It is still early in the process and I'm sure many things will change, but these are my present thoughts.

Sears Island could accommodate several ventures. I believe the State should for marine purposes keep 280 acres and hopefully not any more. This could be important for future port-rail-ship-cruise ship developments.

With a well thought out plan we could also include other interests, such as an educational/conference facility. Perhaps even a small boat building operation, as well as trails, picnic areas, keep part of the island wild.

Whatever is done out there, the town is looking to gain some tax revenues."

Bob Ramsdell:

"INTERESTS FOR LAND USES ON SEARS ISLAND

- I envision the continuation and expansion of areas where shellfish can be harvested.
- I see year round use of the island for both recreation and education.
- I look forward to a partnership between a group/organization and the general public to care for the island.
- I ask for thorough consideration of the impact of any alterations to the island."

Marietta Ramsdell:

"One vision I have for Sears Island is that it be maintained in its natural state so the non-boating public and the disabled statewide, nationwide and even worldwide can experience the beauty and diversity of a real Maine island, just as people from far and wide across the globe come in their power and sailboats and kayaks to visit the islands offshore along this incredible coastline.

These boating visitors have numerous choices; those who are "landlocked" have only this one. Why take it away?

Another vision is a scene sometime in the future in which both frequent and occasional visitors to Sears Island may stand and look across Long Cove to the activity at Mack Point, a vital part of the community and the state and express their gratitude to and admiration for the foresightedness and cooperation that ensured the protection of a

unique natural resource while maintaining and enhancing the shipping heritage of the area.”

Jane Sanford:

“We are fighting a ghastly war to control the last of easily available oil.

The only real solution for addressing peak oil is to create a new world order that uses oil in a far more efficient way. The focus will be on transportation, because 60% of the world’s oil is now used as transportation fuel and over 95 percent of transportation energy now comes from oil. As oil peaks the luxury of globalized food from all corners of the earth will be too energy intensive. We will need to return to local farming. (Twilight in the Desert. Matthew Simmons).

The DOT should be rebuilding every train track in the state of Maine and making every road safe for cycling. That would create many jobs because continual maintenance would also be needed.

" We have covered the entire world with our so called civilization, turning farms into suburbs, jungles into ranches, rivers to dams, mountains to cement quarries and strip mines. We are logging everywhere, fishing everywhere, irrigating everywhere, building everywhere and no corner of our biosphere escapes our waste." (quote from unknown source).

In addition we are facing extreme over population and growing global warming. Now the vast Greenland ice sheet is melting.

It is unconscionable that the DOT and the government of the State of Maine would cave into some private corporation looking for profits and destroy the last ecological place left for the people of Maine to enjoy that contains unusual flora and fauna and fish life which should be protected forever. This is our home.”

Astrig Tanguay:

“My primary concern is that our solutions for Sears Island need to recognize the shifting American Economy...a shift from manufacturing hard goods to creating intellectual properties and service. The true value of the island as a natural resource must be viewed through the lens of creating prosperity for the region by accurately forecasting future needs. We can find common ground by using un-biased reports of economic history and forecasts from sources that the group agrees upon.”

John Wardwell:

“Since the 70’s we (the Wardwell crew) have worked at Mack Point helping Sprague with its stevedoring duties such as trucking and the handling of bulk materials which we distributed to designated areas on their site. We also have trucked coal, road salt, cement and other products to several different businesses, paper mills and municipalities thru out the state and we continue to assist Sprague with the off loading of vessels today.

Our goal at Lane Construction is to be able to supply aggregates from Maine to the markets that we work in along the east coast. We currently import over 400,000 of materials to our operations in Florida, most of which comes from outside of the country. We have in Maine several gravel pits and quarries that are accessible to rail lines and others in close proximity which would allow trucking to the facility. Given that the island has plenty of land available next to the berth to stockpile and handle bulk materials which could be backhauled on the same vessels would help lower the freight rates and make sure more competitive and substantially help the economy and provide jobs in the State of Maine.”

New visions presented at the July 12 2006 Steering Committee Meeting

1. SEARS ISLAND - AN INNOVATIVE PARTNERSHIP OF PRESERVATION AND PROFITS (Bob Ramsdell).

Our vision is to preserve the ecological integrity of Sears Island, building on the state's commitment to benefit from the lucrative, global market for eco-tourism, and encouraging the further expansion of Mack Point as protection for the island and a strong local economy.

In order to accomplish this vision for Sears Island, a microcosm of the Penobscot Bay ecosystem, the island must remain undeveloped and free from any motorized vehicles, with the exception of those used for emergencies and maintenance.

The following is a list of suggestions that we see as possible to maintain our vision:

1. A small kiosk that would include trail maps, a visitors log for signing in/out with a space for comments and dog waste disposal bags.
2. Interpretive signs along the trails.
3. A small fishing pier.
4. Development and management of trail systems.
5. A couple of composting toilets (up to three).
6. Use of an off-site educational facility that could tie in the Penobscot Marine Museum, Maine colleges, area technical schools and the new program in tourism offered at the

Hutchinson Center. Educational programs could focus on research, marketing and administration with special events for each season.

Our vision builds on the following economic assets while protecting one of the largest undeveloped, publicly owned islands on the east coast of the United States for future generations.

Maine's tourism industry: According to a recent Margaret Chase Smith Policy Center study, the overall contribution of state parks to the Maine economy last year was \$95.7 million dollars, including 1,449 jobs, earning \$3.1 million dollars. Park guests spent \$48.7 million dollars on everything from lodging to souvenirs. Specifically, Sears Island can contribute to this aspect of the state's economy as a sole destination -- and as a link connecting three existing state parks in the Searsport-Bucksport area. Currently, visitors to the state must travel either as far south as Camden Hills State Park or as far Downeast as Acadia National Park to take advantage of such varied outdoor resources.

Expansion of Mack Point: Our vision acknowledges the economic benefits derived from Mack Point, and encourages the growth of Mack Point as a strategy that both enhances the state and local economy and protects Sears Island.

Economy of Searsport: In addition, our vision supports the growing economy and revitalization of downtown Searsport and outlying businesses, lodgings, restaurants, antique and gift shops, and the new historical society building.

2. "Protecting the Maine Taxpayer's Investment of \$26million" (Maria Fuentes). It is clear that this investment of public monies were intended to develop a port terminal on Sears Island, and the island should be used to honor that vision. Two different bond issues reaffirmed this purpose. In 1997, this bond issue was the only one which passed, demonstrating voter support. The current Taxpayers' Bill of Rights (TABOR) shows voters' concerns about use of tax monies.

3. FAIR PLAY FOR SEARS ISLAND'S VISION (Harlan McLaughlin).

The members of Fair Play For Sears Island have a plan to develop Sears Island into a protected public, non-developed, non-motorized, family recreation area . This plan will limit sprawl and retain the island's wild qualities. It will blend nicely with the four existing State Parks in the area. Though not a State Park itself, Sears Island will be the unique centerpiece of a large regional collection of parks. This is an attractive opportunity to elevate the visibility of Penobscot Bay as a destination with a diversity of examples of Maine's geography to visit. This will increase visitor usage and produce revenues.

We intend to develop specific recreational opportunities for as many different groups as possible for all four seasons. We want increased access to the shore for handicapped individuals, seniors and families. We want hiking trails with interpretive signage crisscrossing the island and becoming more primitive as one proceeds south. Most of these trails already exist in an overgrown condition. The main attraction of the trail system will be the existing perimeter trail that will be the longest maintained oceanside trail in New England [4.57 mi]. These trails will be developed and maintained by a group made up of volunteers, including students from local colleges. The trails will double as cross country and snowshoeing trails during the winter [if it ever snows again]. We plan to encourage wild life and bird watching and beach exploration among enthusiasts.

We believe the potential for generating tourist dollars and the accompanying regional growth is far greater when the island is left in its natural condition. If non-consumptive, nature based tourism is practiced, in a "leave no trace" manner, our island will be the economic engine that drives our local communities well into the future. It will become more valuable each year, as the available sea shore vanishes. [All the available sea shore has already vanished!] This type of resource management is low in overhead/maintenance costs and takes advantage of the current popularity of nature based tourism. It is also the route to Gov Baldacci's creative economy.

Some local schools are using the island now and others have expressed interest. We have several schools offering courses that pertain to the resources available on the island and it is a natural choice for field study. That demand is growing. The extent of involvement by the educational community will depend on the wildness of the island and unfettered access to the interior as well as the shore.

In addition to the educational component, the recreation area will provide locals and tourists alike with a seashore experience that is not available anywhere else in New England. We expect to persuade many of the people traveling along route 1, [30,000 cars on a typical summer day] from Camden to Bar Harbor, to stop in Searsport and experience the island in their own way [then go to Searsport to eat, sleep and spend]. The advertising for the recreation area would be added

into the state advertising package and budget. The town of Searsport will be so proud as to post information about the island on their official website. The local bread and breakfast establishments already list this as an attraction on their commercial websites [and they say it is a big draw]. The other advertising will be accomplished by word of mouth. None of these advertising methods increase the local cost of promoting the area. The State of Maine must be convinced of the feasibility and profitability of this type of land use, as it is pushing the rest of the state in that direction. We must take into consideration the value of open space and the public access to the water and sea shore and contrast that with the results of commercialization [can you say "the goose that laid the golden eggs"?]. We must look into the future to foresee the incredible value of this proposal 20-30 years out.

Those that favor some unspecified type of port development will admit they don't have their plans fully developed at this time. Their ideas and "wants" seem to run in no common direction. They seem to be agreed on one point though, it will be better for the people of Maine if we allow the island to sit barricaded and vulnerable to capitalistic whims, while they develop the details of their ideas, just in case.

We maintain there is no indication of an increase in shipping traffic that Mack Point will be unable to handle in the foreseeable future. We understand it isn't wise to try to bind the future with exclusionary legislation and that any sitting legislature can change the rules as they see fit.

So therefore, we suggest a compromise. The people of Maine will add Sears Island to their collection of protected public lands as a non-motorized, non-developed family recreation area. This will include a land management plan similar to those required by LMF that includes a state agency [or 2], a local friends type group and a land trust organization. We understand if or when there appears a legitimate need for a different use of the island and that use is approved by the legislature, the use will change [per 277]. We think it would be nonsensical to keep the people of Maine from enjoying this unique resource until the other side can get its ideas organized. They still have a great deal of work to do. The only reasonable thing to do is implement our idea and wait for them to submit theirs.

4 Friends of Sears Island (Jan Flint). We support about ½ of option 1 in the publication: "Options for the Future" – with use of Sears Island limited to low-impact uses, education, and economic development, maintaining as much of its current state as possible while encouraging development on the mainland and at Mack Point. In addition to Bob's list, above, would include access for disabled persons and trash containers. FOSI and the state would partner to manage the island, keeping business in

Searsport proper, enhancing the economic picture through tourism and education with a fundraising component of public/private donations and grants. FOSI is now incorporated as a 501C(3), non-profit organization.

5. “To Assure a Competitive, Responsive, Multi-modal Business Environment within the Port of Searsport” (John Melrose). Recognizing the shifting climate in energy, transportation, cargo movement, potential changes in Jones Act (Federal Act restricting all foreign ships to one U.S. port stop only). There is a dredged berth at Sears Island now, and to give that up would take away Searsport’s competitive edge. In response to a question, Melrose stated that the vision could conceivably accommodate preservation of a large part of Sears Island if future competitiveness can be assured.

6. “No Development of Any Kind” (John Hyk), Waldo County Commissioners. Hyk further distributed a *Resolution dated July 11, 2006 on the Future of Sears Island by the Waldo County Commissioners* resolving that Sears Island should be set-aside as land to be retained in its natural state for the use and enjoyment of the public.

7. Maximizing the Three-Port System on behalf of users of the Port of Searsport from a nine-county area (Sandy Blitz)
Harlan McLaughlin presented a statement detailing how keeping Sears Island wild will meet the needs of other affinity groups:

.....the townsfolk that want to make some \$ off the island.....
.....the town will be the primary beneficiary of the business generated by a wild island....

.....the town doesn't want to incur a lot of expenses with whatever happens.....
.....THE TOWN WILL HAVE VERY SMALL FINANCIAL RESPONSIBILITIES WITH A WILD, MANAGED ISLAND....

.....the searsport comp plan wants only marine uses for the island.....
.....this includes public recreation [i think].....WHICH IS A WILD ISLAND

.....the local business don't want competition for their services on the island.....
.....there will be no place to spend \$ on a wild island.....

.....the siauc wants to be sure nothing is done out there that is not on their shopping list.....
.....there is nothing about a wild island that has not already been approved by the siauc.....

.....the governor is urging us all to work towards a nonconsumptive use of resources....

..... he pushes creative economy and admits tourism is #1 industry in maine.....

.....a wild island meets all these needs.....

.....senator damon wants to be sure this is considered a statewide issue.....

.....the close association of a wild island to the LMF movement makes it a statewide issue.....

.....the trans comm wants to be involved [277] in deciding on any changes to the current use....

.....the actual current use is a non motorized public recreation area,no action is required.....becausea wild island will not be a change in current use.....the current use is transportation purposes.....the island will still be used as a buffer for mack point..and a recreation area at the same time.....

.....the dot wants to retain guardianship of island....

.....a wild island can accommodate that in fact we suggest they be the sponsoring state agency along with doc....

.....that way they can save face and not have to publicly give up their claim to the 280.....

.....nor will they have to give up guardianship of the island.....

.....dot wants the island used for transportation uses....[they say that's where the \$ came from to buy it]....

>a buffer zone for a port is a transportation use.....

.....a wild island will be a buffer zone for mack point.....

>

>3 out of 4 voters in maine want more land protected.....

>governor wants more \$ for buying land.....

>a wild island will protect a significant resource that is

> already paid for.....[paid for with our tax money].....

>

>people in stockton want to develop their harbor, one of the

> last undeveloped harbors in maine, in a manner consistent with a wild island.....

>that includes the selectmen as well as many residents.....

>a wild island can accommodate that.....

..... mr melrose has stated he would prefer an undeveloped island to act as a buffer for mack point...

..... a wild island does that.....

.....sprague energy does not want competition from a port on the island....

..... the wild island offers no competition.....

.....ms Fuentes wants to maintain the 3 port system...

.....mr Gelinas want to ensure the 3 port system remains viable.....

.....a wild island allows for mack point to remain a part of the 3 ports.....

.....it will even protect mack point

.....the lobster fishermen want to be able to continue to catch lobsters around the area...

.....they will be happy that a wild island will not ruin their fishing [it will help preserve it the lobster nurseries.....and don't forget the value of eel grass]....

.....sierra club rep has said publicly she favors removing the causeway....

.....a wild island can accommodate that idea.....

Why Marine Transportation?

Containerization

- Containerization moves 80% of the world freight, and will continue to grow, along with the growth in international trade in general.
- Many existing ports are congested, high cost operations.
- Trade always seeks the low cost alternatives, but considers ALL the costs in making decisions.
- Properly planned and constructed, a container facility can have minimal impact on the landscape.
- Portland has neither the room, nor the landside infrastructure to support a container port operation.
- Eastport does not have rail access at all, which is considered essential in port development.

- Searsport has the deep draft harbor and full clearance rail connections needed to support a container port.
- Does Maine want to miss the opportunity to develop a source of good jobs for its citizens, which provide good wages, and benefits?

Why Mack Point Doesn't Work

- Captain Gelinas has pointed out many of the points considered “essential” in the planning and design of a container facility.
- Mack Point is missing virtually all of the key ingredients to be successful.
- Mack Point could only handle containers on an efficient basis if a new facility was to be built in Long Cove. This would require massive dredging, as Long Cove is from one to ten feet deep at low tide. Remember that container ships require depths of thirty five to forty five feet.
- Would that amount of dredging be acceptable?
- There is not sufficient property adjacent to Long Cove to allow the efficient handling of containers to/from the ship.
- The southern berth (running on a general east west axis) is also too shallow. This berth would need to be dredged and blasted to achieve the depths required.
- The southern berth would be adjacent to the warehouse area, and would not have adequate container handling areas available. Again, the environmental damage to achieve an acceptable solution is likely to be considered excessive.

Mack Point Continues to Grow

- As has been pointed out elsewhere, traffic through Mack Point has grown steadily, from 287,787 tons in 2001 to 558,850 tons in 2005.
- Additional traffic now in development will reduce Mack Point's reserve capacity further.
- Two major aggregate customers (both Maine companies).

- The clay terminal is getting increasing numbers of inquiries about expansion and new markets across North America (US and Canada).
- Chemicals are to be imported through Searsport and distributed more widely by rail and truck.
- Studies are ongoing to make Searsport a focus for the import/export of pulp and paper products.

Why Sears Island Does Work As A Container Facility

- Most of the infrastructure is already prepared.
- The berth is roughed out and the dredging already complete.
- The infrastructure (road and rail) can be completed with little effort, or upset to the ecology of the remainder of the island.
- Sears Island has deep water, and can accommodate the requirements of mid-range container vessels.
- Searsport is an ice free port, well protected from adverse weather conditions, and close to the Great Circle route from Europe.
- Searsport would be a low cost, highly efficient facility which would be attractive to the shipping lines.
- Searsport would offer an attractive mix of minimum port dwell time combined with timely and cost efficient rail and truck access to the major consuming areas of the US and Canada.

What are the next steps?

- Recognize that Sears Island is a State (if not National) asset, and that it's future is just as important to Millinocket, Presque Isle and Fort Kent as it is to Searsport. All concerned parties should have input, not just the closest.
- Retain the island in its present status, allowing for future limited development as a port facility if and when needed.

- Allow the status quo to remain in place until developments require more definitive action to be taken. Then deal with the realities of the situation at that time.

Harlan McLaughlin:

FAIR PLAY FOR SEARS ISLAND'S GENERAL POSITION STATEMENT

In our vision, Sears Island shall remain in its present wild state as a totally undeveloped non-motorized, protected public recreational area; simultaneously acting as a buffer zone for Mack Point....

*any contemplated changes in the island's de facto uses both as a public recreational area and as a port [Mack Point] buffer zone shall not take place without a full review by the Legislature followed by successful legislation contained in a stand-alone bill to that effect.

Other points are:

*a land management program shall be developed that would safeguard the natural integrity of the island and provide for limited trail development, including opportunity for those with disabilities....

*enhancements to the public enjoyment of the island shall be low-impact in nature and will not include buildings and parking lots....any related buildings will be built on the mainland....

This vision is not in conflict with future port type development...since it preserves the option while not guaranteeing its fulfillment.

John Melrose:

The Maine Vision for Marine Transportation

Over a quarter century ago, the State of Maine crafted a strategic plan for the coast of Maine that struck a compromise between economic and environmental interests. That compromise, often referred to as the Three Port Strategy, indicated that major development of Maine's marine transportation assets would be focused at only three locations along our entire coast: Eastport, Searsport and Portland. In the interim, coastal shorefront placed into conservation has increased significantly approximating 900 miles today and is still trending upward. During this same period, shoreline set

aside for the “working waterfront” is reported to approximate only 25 miles, and of this only a fraction is available for marine cargo handling.

Of the very few miles set aside for marine cargo handling, Searsport is distinct due to the extent of shoreline controlled by marine transportation interests. We believe the compromise struck over 25 years ago must be honored; the merits of the compromise are even stronger today and diminishing the shoreline available to the Port of Searsport broadly undermines a most significant component of our State’s maritime heritage and future.

Today’s potential for the Port of Searsport is enhanced due to the following factors:

- The largest available shore side land area of any of the three Maine ports
- Gently sloping lands along the shore which are most suitable for marine cargo handling
- Adequate buffers to avoid land use conflicts that arise in urban port locations
- Rail access that includes double stack clearances, direct connections to continental carriers and trackage rights to Montreal, not available at other Maine ports
- Enhanced viability due to today’s security-conscious maritime operations
- Ice free winter operations
- Demonstrated growth in traffic since the construction of new but limited pier facilities
- Relatively low dredge maintenance requirements
- Capacity to be a Northeast/Midwest player in the burgeoning growth of worldwide container trade
- Not presently congested
- Serves the largest hinterland of the three Maine ports

Our Maine Vision for Marine Transportation contains the following elements:

- Ownership and jurisdiction of Sears Island remains with the Maine Department of Transportation exclusively for the use of marine transportation
- Existing passive recreational enjoyment of Sears Island can continue as long as operations within the Port of Searsport are in no way compromised (e.g. port security concerns have priority over passive recreational interests)
- Since only the most compelling proposal for a marine cargo terminal on Sears Island will clear local, state and federal regulatory review, the Island will remain in its current state if regulatory approval cannot be secured. In the alternative, a stellar proposal that could secure such approvals should not be arbitrarily foreclosed today without knowledge of the potentials.
- A marine cargo terminal proposed for Sears Island or Mack Point will require consideration of the other through the NEPA alternatives analysis and selection

of the Least Environmentally Damaging Practicable Alternative (LEDPA). From an environmental regulatory perspective, both options must remain on the table

- The option to build additional marine cargo handling facilities must be preserved to encourage competitive pricing and service in the Port of Searsport. The Sears Island option must remain on the table for this reason
- State records indicate that Maine taxpayers have invested \$26 million in securing Sears Island for marine transportation purposes, including: building a full service highway on the causeway with space to accommodate rail and extending to the proposed Sears Island Marine terminal site; clearing a 40 acre laydown area; and building an initial pier substructure and a berth nearby 1200 feet long dredged to 40 feet at mean low water. This investment should not be forever discarded.

Global trends in trade, energy and environmental protection highlight the growing significance of marine transportation. The Port of Searsport, which includes Sears Island, represents Maine's premier potential for being a player of significance on this global stage. This potential should be protected and conserved.

Sandy Blitz

David Colter

Maria Fuentes

David Gelinas

Don Grant

Parker W. Laite, Jr.

John Melrose

Stan Moses

John Wardwell

Robert Grindrod

Joanthan Daniels

Lorin & Tara Hollander:

The Promise of Prosperity

I am in alignment with the County Commissioners and PenBay vision proposals. As an addendum, I want to explore and expand upon the extraordinary possibilities for economic enhancement to local and regional communities, which would be created through the preservation of Sears Island.

The spectacular economic potentials available through tourism have been illuminated by many others. What is interesting is that the Searsport, Stockton Springs, Belfast area is a hub between traditional tourist destinations. We are under an hour from Rockport and Camden and also from Castine and Blue Hill, about an hour from Orono, Bangor

and Augusta, and ninety minutes from Bar Harbor. With a Sears Island recreational preserve tourists can locate here and be a short drive from these other destinations, a benefit that can be said about no other local community.

The University of Maine at Orono has acquired the Hutchinson Center in Belfast and will soon be doubling its size. In 2007 UMaine Hutchinson Center will begin a new nursing education program in collaboration with Waldo County General Hospital. (BDN 8/29/06) The Midcoast is already known for the hundreds of alternative and complementary healthcare professionals who practice here. Integral Healing is now a \$3 trillion dollar industry worldwide. For years Maine's alternative healers have envisioned a world-class facility that integrates standard allopathic medicine with all modalities of alternative healthcare. In collaboration with the UMaine/Waldo County nursing program, the creation of a Center for Integral Healing is now a very real possibility for this community.

In 1999 a unique institute for transformational and environmental education was proposed for the University of Maine, Orono. It was to be a partner with a new Center for Integral Healing on the Big Island of Hawaii. The primary context and identity of the Hawaii Center was that Hawaii is a "Healing Island" and that time spent in wilderness greatly empowers the process of healing. This project was never completed, but is important enough to be revived. As an alternative to Hawaii, Sears Island could serve as the "healing island" component of a UMaine Institute for Environmental Education and Integral Healing located here on the coast.

The Bangor Daily News reported that UMaine Augusta is, "determining feasibility of locating an entire science department at the Hutchinson Center within the next few years." (BDN 8/29/06) The implications of having such vibrant educational and research facilities located here are profound, and the inherent economic benefits unprecedented. Sears Island's ecosystem is an irreplaceable estuary. With a UMaine science presence, Sears Island could become a central focus for ecological and marine education and research, in the same spirit as the Wells National Estuarine Reserve, where the integrated research, education, and recreation focus attracted tens of thousands of people this year. Such research is of unutterable importance since protecting these last remaining estuaries, as scientists unanimously believe, is a fundamental prerequisite for planetary survival.

In April *Time* Magazine reported that the global warming emergency is, "suddenly and unexpectedly upon us [and that] the debate about global warming is now over, at least for rational people." (*Time* 4/3/06) August's *National Geographic* warns that, "the scales have tipped ...runaway global warming is inevitable," and that "billions [of people] will die this century." (*National Geographic* 8/2006) They report that we have perhaps ten years, no more, before it is too late "even to maintain the planet in its present state of degradation." After then we will, "see changes that will constitute practically a new planet." And global warming is only part of the problem. In 67 million

years the Earth has never undergone anything comparable to the order of mass extinctions, toxicities in the biosphere, or geological imbalances witnessed today.¹ In *The Great Work* Thomas Berry warns that, “What we are dealing with here, goes beyond...genocide and enters the realm of biocide and geocide.” (1999)

Considering these devastating crises on the planet, what is our responsibility and accountability when determining the fate of this wilderness island and one of the last few remaining estuaries on the planet?

Thomas Berry also wrote that the primal schism of our time is not liberal versus conservative, east versus west, but rather preservation versus exploitation, conservation versus development. There is a way, however, to unify and harmonize these two world-views, as is being accomplished internationally. Developers can develop sustainable communities. Developers can develop in environmentally enhancing ways. The key to any future prosperity lies in the research and development of alternative renewable energy, and sustainable technology. *Time* Magazine reported this week that, “Green Development may be the largest economic opportunity of the 21st century.” “...Innovative green technologies will create high quality jobs and new revenue streams.” Increasing numbers of communities such as Flagstaff, Chicago and Austin are declaring themselves as green energy sustainable. In California, the Climate Action Team, “determined that global warming reduction [technology] would increase income by more than \$4 billion [a year] while providing 83,000 new jobs” in California alone. (*Time* 9/11/06)

Here in Maine, the BDN reported last week about beliefs expressed at the Somerset County Creative Economy Forum, by the Skowhegan Town Manager, the Chairman of the Maine Arts Commission, and others. “The structure of the economy is changing.” “No longer will behemoth mills or massive shoe factories be constructed in central Maine.” “The challenge will be shifting the local mind-set...to the new economy – industries such as graphic design and computer software.” Maine, in fact, is doing so well that the New England Creative Economy council is coming here to observe and learn. Chairman John Rohman concluded, “This section of Maine's economy is growing faster and higher than the rest of the economy.” (BDN 9/8/06)

With Sears Island preserved and with a university presence, Upper PenBay is poised to join the exponentially growing number of US communities becoming centers for developing green technology, sustainable industry and alternative energy.

Vitally important is the new field of biomedical research. Between 2000 and 2004 Maine's biomedical research sector grew by 44% creating nearly 500 new, high-paying jobs. This community purchases over \$30 million a year from Maine businesses, and has injected over \$19 million into Maine's construction industry. The income generated

¹ Berry, T. (1999) *The Great Work: Our Way into the Future*, 3. New York: Bell Tower.

provides nearly \$16 million a year in revenue to Maine's state and local governments.² In addition, UMaine Orono has just inaugurated a new Graduate School of Biomedical Sciences, in collaboration with six of Maine's prominent research institutions (including Jackson Labs). (BDN 9/8/2006) UMaine's President Kennedy proclaimed in his BDN Op-Ed, "it is one of the largest graduate programs of its kind anywhere, and although brand new, we're looking forward to the program's continued growth." (BDN 9/6/06) Biomedical research education is a real possibility for UMaine Hutchinson.

The creative people these sustainable industries would attract, however, seek a quality of life for their families where they can live in environmentally clean and beautiful surroundings. In order for leading-edge industry to locate in Maine, whether here on the coast or inland, communities must offer protected natural surroundings untarnished by heavy industry. The Montreal Green Energy Conference emphasized that, "communities, to be worthy of this unprecedented economic promise, must relate compassionately to their local environment and foster mindsets which lead to a sustainable future."³

Now for perspective, we must consider some painful statistics about our children and youth between the ages of five and seventeen. In the United States alone: • every five hours a child commits suicide (5 a day!); • every eight minutes a child is arrested for a violent crime; • every four minutes for a drug or alcohol related offense.⁴ Right now Maine is known for its horrifying numbers of child and teenage suicides – 49 percent higher than the national average (Portland Press Herald, 11/16/2004). We also have an epidemic of childhood obesity, and alcohol and drugs run rampant.

John Muir tells us, "Our children cannot thrive without wilderness." Eco-psychology, a rapidly expanding field of mental health, has identified the value of wilderness experience for treatment and prevention of the dysfunctions suffered by our children. Richard Louv, author of *Last Child in the Woods: Saving Our Children From Nature-Deficit Disorder*, states, "Our culture's rejection of nature is harming our children in body and soul. Children of the digital age are increasingly alienated from the natural world, with disastrous implications, not only for their physical fitness, but also for their long-term mental and spiritual health. Nature-deficit disorder is the cumulative effect of withdrawing nature from children's experiences." (2006) Sears Island and a greater educational and healing community can become a Mecca for children from far and wide to experience in solitude the mysteries of life, to surrender to that most essential part of themselves that can only be awakened by personal interaction with forces that are larger, wilder and deeper than themselves. Creative quests into a great wilderness allow children to experience how nature responds to their needs and creative yearning. It is

² Maine Biomedical Research Coalition 2005 Report Card to the ME Legislature
http://www.jax.org/about/2005_Report_Card.pdf

³ Smart Communities Network <http://www.smartcommunities.ncat.org/overview/ovsstoc.shtml>

⁴ Children's Defense Fund <http://www.childrensdefense.org/data/eachday.aspx>. August 2004

here that they can heal. It is also *here* that they can learn and grow. *This* then, is environmental education.

There are many who believe that environmental protection must become the primary underlying principle for everything we teach our children, for only then might they lead us out of the unspeakable cataclysm we are facing. We must enrich their education with environmental sensitivity and environmental ethics. Integrating environmental literacy into education will also prepare them to be leaders in the green economy, which *will* be their future. The national model of the Environment as an Integrating Context in Education, embraces wilderness preservation and sustainability as the fundamental context for all learning. This greater Sears Island community can become a center for such transformational education.

In conclusion, Sears Island is oceanfront wilderness, universally recognized as the rarest and most valuable commodity on earth. By harnessing the economic advantages that will follow from the preservation of this island, while developing Mack Point as a leading edge national model of an environmentally enhancing facility, we will be poised to share the fruits of Maine's green development and productivity with the world. And in this way, the promise of prosperity will be fulfilled.

Harlan McLaughlin:

THESE ARE SOME IDEAS ON HOW A WILD ISLAND MEETS
THE NEEDS OF OTHERS

.....the townsfolk want to make some \$ off the island.....
.....the town will be the primary beneficiary of the business
generated by a wild island.....wild land raises the property values
of land in the area and brings economic growth.....

.....the town doesn't want to incur a lot of expenses with
whatever happens.....
.....THE TOWN WILL HAVE VERY SMALL FINANCIAL RESPONSIBILITIES
WITH A WILD, MANAGED ISLAND....

.....the searsport comp plan wants only marine uses for the
island.....
.....this includes public recreation [i think].....WHICH IS A
WILD ISLAND

.....the local business don't want competition for their
services on the island.....

.....there will be no place to spend \$ on a wild island.....

.....the siauc wants to be sure nothing is done out there that is not on their shopping list.....

.....there is nothing about a wild island that has not already been approved by the siauc.....

.....the governor is urging us all to work towards a nonconsumptive use of resources....

..... he pushes creative economy and admits tourism is #1 industry in maine.....

.....a wild island meets all these needs.....

.....senator damon wants to be sure this is considered a statewide issue.....

.....the close association of a wild island to the LMF movement makes it a statewide issue.....

.....the trans comm wants to be involved [277] in deciding on any changes to the current [transportation] use....

the current use is transportation purposes.....the island will still be used as a buffer for mack point..and a recreation area at the same time.....so no action required by trans comm....

.....the dot wants to retain guardianship of island....

.....a wild island can accommodate that... in fact we suggest they be the sponsoring state agency along with doc....

..... they will not have to publicly give up their claim to the 280.....

.....nor will they have to give up guardianship of the island.....

.....dot wants the island used for transportation uses....[they say that's where the \$ came from to buy it]....

.....a buffer zone for a port is a transportation use.....

.....a wild island will be a buffer zone for mack point.....

.....3 out of 4 voters in maine want more land protected.....

.....governor wants more \$ for buying land.....

.....a wild island will protect a significant resource that is already paid for.....[paid for with our tax money].....

.....people in stockton want to develop their harbor, one of the last undeveloped harbors in maine, in a manner consistent with a wild island.....

.....that includes the selectmen as well as many residents.....
.....a wild island can accommodate that.....

..... mr melrose has stated he would prefer an undeveloped island
to act as a buffer for mack point...
..... a wild island does that.....

.....sprague energy does not want competition from a port on the
island....
..... the wild island offers no competition.....

.....ms fuentes and mr gelinas want to maintain the 3 port
system...
..... and to ensure the 3 port system remains viable.....
.....a wild island allows for mack point to remain a part of
the 3 ports.....
.....it will even protect mack point by serving as a buffer

.....the lobster fishermen want to be able to continue to catch
lobsters around the area...
.....they will be happy that a wild island will not ruin their
fishing [it will help preserve it the lobster nurseries.....and
don't forget the value of eel grass]....

.....sierra club rep has said publicly she favors removing the
causeway....[though now she supports development]a wild
island can accommodate her first idea but not the second.....

.....PSI and the Waldo County Commissioners stated they want a non-motorized
non developed island.
.....a wild island can accommodate that idea.....

.....Mr Grindrod [railroad interests] stated he preferred Fair Play's idea as it did
not preclude possible future port development [should it prove necessary].....

...For more details see FairPlayForSearsIsland.Org

Scott Dickerson:

Preservation and Port: A Recipe for Prosperity *a permanent vision for Sears Island and Mack Point*

Proposed to the Sears Island Planning Initiative Steering Committee

September, 2006

Governor John Baldacci has offered the citizens of Maine a truly unique opportunity to determine the future of Sears Island, and thereby resolve a public controversy that has caused uncertainty and conflict about this island, an important asset of upper Penobscot Bay, for more than 30 years. The opportunity is unique for two reasons: there is no industrial or transportation development proposal for the island being contested in the regulatory process, and the State is leading a planning initiative with broadly inclusive participation to seek a consensus recommendation for the island's management.

We, the undersigned, propose the following vision for consideration by the Planning Initiative. We also understand that there is more fact-finding yet to occur through the Steering Committee process, and we acknowledge that there might be new information revealed that would cause us to adapt and revise this vision.

Our vision is founded on these two core recommendations:

- that the entirety of Sears Island be permanently committed to conservation, outdoor recreation, and environmental education; and
- that Mack Point, as one of the three ports of Maine, be fully utilized, enhanced, and expanded.

We envision that Sears Island will feature the following improvements to fulfill its conservation future and to establish it as a regional eco-tourism asset:

- trails of differing levels of challenge, from handicapped-accessible to narrow, wild footpaths;
- safe beach access points, secured from erosion, to provide for hand-carried watercraft launching, shellfish harvesting, and beach exploration;
- composting toilet facilities at primary trailheads and beach access points;
- signs and kiosks to provide management information and natural and human history interpretation;
- a building at the northern end of the island, up to 2,000 square-feet in footprint, sited and constructed as a model of the best practices in environmentally responsible construction, to provide a small visitor welcome and information center, facilities for stewardship of the island, and potentially the offices of a natural resource agency; and
- a parking area that is proximate to the building, screened with native vegetation, separated from the shorefront to provide an effective buffer, and sufficient in capacity to provide for expected levels of visitation.

Prior to construction of these improvements, an ecological and cultural inventory will be conducted on the entire island. A management plan will be prepared that utilizes that inventory to assure that the siting and construction of all improvements avoids degradation of the ecological and cultural resources of the island while offering visitors the greatest exposure to opportunities for experiencing and learning about those resources. The ecological inventory and management plan will be regularly updated.

We envision three scenarios for ownership of Sears Island:

- continued State ownership with a conservation easement held by a second organization (e.g., the Town of Searsport, a land trust, or a Federal agency);
- ownership of the entire island by a Federal resource agency (e.g., Maine Coastal Islands National Wildlife Refuge), or ownership of part of the island with the State or non-profit organization; or
- ownership by a non-profit organization (e.g., a land trust) with a conservation easement held by a second organization (e.g. State agency, Town of Searsport, or a Federal agency).

Under each scenario, we anticipate that one or more organizations (e.g., Friends of Sears Island, a land trust, the holder of the conservation easement) will provide volunteer assistance to the owner for stewardship of the island.

We envision that Mack Point will continue to be an important economic asset, from the Penobscot Bay region through central and northern Maine, and that it needs to complement the other principal ports of the state, Portland and Eastport. To fulfill this crucial transportation role, we understand that the port facilities at Mack Point will be expanded when demand for additional facilities is demonstrated, and that they will be enhanced with new shipment handling equipment and technologies as such develop and are appropriate to serve the needs of Maine.

We envision that Mack Point will operate, expand, and enhance its facilities by utilizing the best available environmental practices.

Becky Bartovics,
Penobscot Bay Alliance

Lorraine Brown,
Small Business Owner

Scott Dickerson,
Coastal Mountains Land Trust

Jay and McCormack Economy,
Small Business Owners

Jan Flint,
Daily User of Sears Island

Jim Freeman,
Friends of Sears Island

James Grossman,
Squaw Point Association

Lorin Hollander,
Creative Vision Education

Tara Hollander
Member, Squaw Point Association

Joelle Madiec
Member, Squaw Point Association

Nancy Linn-Nellis,
Waldo County Marketing Association

Marietta Ramsdell,
Protect Sears Island

Jane Sanford,
Belfast resident

Joan Saxe,
Sierra Club

Steve Miller,
Islesboro Islands Trust

Scott Dickerson:

**The Sears Island Planning Initiative
Preservation and Port Affinity Group
Draft Preliminary Sears Island Management Plan**

Prepared for the Sears Island Planning Initiative Steering Committee

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Introduction

Prosperity, Preservation, and Port: a permanent vision for Sears Island and Mack Point proposes an economically productive and ecologically sustainable future for Sears Island that: (1) creates direct and indirect economic benefit for the Town of Searsport, the Penobscot Bay region and the State of Maine; (2) greatly improves public access for low-impact uses; (3) provides public education about the environment; and (4) maintains virtually all of the island in its present undeveloped, natural condition. Sears Island will become a conservation, recreation and education mecca, supporting the regional economy. An ecological and cultural inventory will be conducted on the entire island and a management plan prepared to assure that all improvements avoid degradation of the ecological and cultural resources of the island while providing visitors with the greatest exposure to opportunities for experiencing and learning about those resources.

The Sears Island Planning Initiative (SIPI) Preservation and Port affinity group proposes a Draft Preliminary Sears Island Management Plan in order to provide information necessary to ensure an ecologically sustainable conservation, education and recreation area. This document will also provide background information about Sears Island and the surrounding area.

Background

Some Sears Island History

The earliest known human use of Sears Island was some 3,600 years ago, although evidence suggests that the island, and especially portions near the sandbar connected to the mainland, may have been inhabited even earlier. Archaeological research suggests that the greatest amount of pre-historic human use occurred approximately 2,500 years ago during what is called the Ceramic Period. Some time later it was named Wasaumkeag, translated as “bright shining beach.”

Samuel Waldo acquired title to the island around 1730 and it became known as Brigadier’s Island. Settlers, the first thought to be Job Pendleton, lived here between 1775 and 1794, at which time Henry Knox acquired ownership and raised cattle and sheep. David Sears joined Knox in this commercial venture and then became sole owner in 1813. He was succeeded by three generations until 1893 when David Sears IV’s summer house burned. It was apparently at that time that local mainland residents began using Sears Island for outdoor recreation, hunting and fishing.

Bangor and Aroostook Railroad bought the island in 1905, hoping to attract summer residents. Old farm buildings were destroyed by fire in 1917 and their remains scrapped in 1934. The island then reverted to a more natural condition but was still used for outdoor recreation.

During the fifties, sixties and seventies, an oil refinery, nuclear power plant, and coal fired power plant were proposed for Sears Island — all generating intense public debate and controversy and all eventually failing. In 1980 the Maine Department of Transportation developed a three-port policy for the state and began to develop a Sears Island port.

According to Toni Kemmerle, MDOT attorney, on June 17, 1985, by Notice of Taking recorded in the Waldo County Registry of Deeds, Book 854, Page 283, the State of

Maine Department of Transportation acquired 48.9 acres by eminent domain from Bangor Investment Company (a subsidiary of Bangor & Aroostook Railroad Company) - the so-called "Terminal Parcel" -- on the westerly side of Sears Island. In 1986, by Notice of Layout and Taking recorded in the Waldo County Registry of Deeds, Book 885, Page 141, the State of Maine, again by its Department of Transportation, acquired a 100 foot wide right of way extending from Kidder Point on the mainland southerly to the Terminal Parcel using Federal Highway Administration funds.

Although the access highway was built and some site work for the proposed cargo port was complete, the proposal to develop the port was withdrawn in February 1996.

Even after the Sears Island port proposal failed, Governor Angus King continued to explore funding for purchase of the island, saying in an interview with Bangor Daily News reporter John Hale in 1996, "This is an unusual piece of real estate. It is the largest undeveloped island on the coast of the United States. I see potential for it as a park or a port or both." Finding the \$4 million necessary for purchase provided difficult, but after intense lobbying by the Governor's office, the Maine Legislature enacted and signed into law LD 1137 - HP 0832 on March 26, 1997 which provided for "an amount not to exceed \$2,000,000" from any surplus balance remaining in the General Fund "to be applied towards the purchase of Sears Island." The remaining \$2 million came from Federal Highway Administration Enhancement funds.

On November 12, 1997 a Confirmatory Quitclaim Deed from Bangor Investment Company to "The State of Maine, acting by and through its Department of Transportation" for "all of Brigadier's Island" except for the tower and 1985 piece (Book 1749, Page 78, Waldo County Registry of Deeds) completed state purchase of the island.

Surrounding Area Characteristics

Penobscot Bay is a residential, recreational and ecological location of truly world-class standing. Both its century and a half status as one of the best sailing and summer living/vacationing environments on the globe and the rapidly rising values of its waterfront properties derive largely from the pristine, undeveloped nature of the land along the Bay.

One indicator of the level of economic activity in the Penobscot Bay area is the volume of traffic flowing along U.S. Rt. 1. The table below lists the average annual daily traffic flow (AADT) measured in vehicles per day by the Maine Department of Transportation for points along Rt. 1 southwest and northeast of Searsport.

Retail sales increases and visitation at State Parks in the vicinity of Sears Island provide additional relevant data.

Traffic Flow Along U.S. Rt. 1, selected locations

Location	1999	2000	2001	2002	2003	2004
Nobleboro, U.S. Rt. 1 @	9,895	10,030	10,150	10,490	10,520	
Damariscotta						10,610
Camden, U.S. Rt. 1 @ Elm St.				16,290		
Searsport, U.S. Rt. 1 @ Main St.		12,440		15,140		
Ellsworth, U.S. Rt. 1 @ Main St.			24,690			
					23,830	
Trenton, SR 3 @ Thompson	13,396	13,440	14,410	14,280	14,360	
Island						14,370

Source: Maine Department of Transportation Traffic Volume Counts, various years; <http://www.maine.gov/mdot/traffic-counts/traffic-monitoring.php>. Some cells are blank because not all points are measured every year.

Rate of Increase in Sales, Selected Categories, 2000 to 2004

Category	Maine	Camden	Belfast	Winterport	Ellsworth
Other Retail	12%	-6%	45%	11%	13%
Restaurant & Lodging	15%	1%	13%	3%	18%

Source: Maine State Planning Office

Visitors to State Parks Near Sears Island

Park	Number of Visitors	
	2004	2005
Camden Hills State Park	182,639	139,871
Moose Point State Park	24,567	24,610
Fort Point State Park	29,044	23,185
Holbrook Island Sanctuary	23,134	22,858

Source: Maine Department of Conservation

The slightly increasing traffic flow over the period (including the tourist decline following the terrorist attacks of September 2001), retail sales data and park visitation rates all indicate that the potential market for visitors to Sears Island and for further growth of tourist related spending in the Pen Bay region is substantial.

Sears Island Characteristics

Ecological Diversity may best summarize the rich, natural Sears Island environment. Sears Island can be thought of as a microcosm of the unique Penobscot Bay ecosystem, a kind of Noah's Ark of the mid-Maine coastal islands. This diversity, measure for measure, puts Sears Island into a rare class.

Sears Island is the largest uninhabited island on the coast of Maine and may be the largest such island on the entire eastern U S seaboard. Sears Island encompasses 940 acres above mean high water and has five miles of coast line. Its central ridge rises to 185 feet above mean sea level, making it prominently visible from vantage points throughout the bay and its perimeter.

Penobscot Bay lies in a vegetative transition zone between the coastal spruce-fir ecosystem downeast and the northern hardwood-spruce forest region along the southwest coastal plain. The Sears Island forests include communities representative of both. Spruce and fir as well as oak and pine are common. Sears Island is unique in that it contains both large, unfragmented blocks of forest and smaller interspersed areas of forests, with fields and open areas in between. The large blocks of forest are much larger than those typically found along the shore in Maine while the smaller tracts and open areas create edge communities. This mix of vegetated cover, unusual along the coast on such a large scale, provides niche habitats for a far greater variety of birds and wildlife than would otherwise be the case.

In addition to the forest types and the geographical reason for their diversity, Sears Island, due to its close proximity to the mainland, exhibits both mainland and island vegetation characteristics. A rich mosaic of cover types grow and prosper, including hardwood, softwood, and mixed wood forests (672.8 acres); alder swamps and tall shrub areas (70.2 ac); scrub and low shrub coastal communities (5.1 ac); upland herbaceous communities including old fields (38.7 ac) and fern meadows (66.8 ac); and salt marsh areas (7 ac). There are 17.5 acres of beach and rocky shoreline and another 38 acres or so of developed land.

Seventy-three distinct wetlands consisting of 223 acres have been delineated on Sears Island. Vegetated wetlands include palustrine forested, scrub-shrub, and emergent communities as well as two salt marshes (estuarine emergent wetlands). Several small streams drain the larger wetlands and discharge to Penobscot Bay. There is one small freshwater pond. Among the many functions of the wetlands are groundwater recharge and discharge, shoreline stabilization, creation and exportation of nutrients and organic matter into Penobscot Bay, aquatic diversity, and wildlife habitat (including avian habitat). There also appears to be a strong correlation between wetland discharge and eelgrass beds, the former feeding and having a positive effect on the latter.

Sears Island has documented sightings of 168 species of birds, nine species of amphibians and reptiles, and 28 mammal species (39 mammal species are resident in New England). Community diversity is enhanced by the variety of vegetative covers mentioned above and also by the proximity of wetland and upland habitats.

Sears Island has documented sightings of 12 different state or federal rare species, including two federally endangered birds (Bald Eagle and Peregrine Falcon), one state listed reptile (Ribbon Snake), eight state listed birds (Great cormorant, Barrow's goldeneye, Cooper's hawk, Northern goshawk, Whimbrel, Common tern, Olive-sided flycatcher, and Rusty blackbird) and the state listed rare plant *Carex silicea* (a saltmarsh sedge). The two saltmarshes have been characterized by the Maine Natural Heritage Program as "good examples of this somewhat rare estuarine community type."

Sears Island soils are of various types but many are well drained soils suitable for development or, has been the case in the past, agriculture. At its agricultural peak in 1880, Sears Island had 140 acres of tilled land, 600 acres of pasture and orchard, and 200 acres of woodland.

A variety of substrates characterize the Sears Island intertidal zone. Coarse cobble, sand and gravel mixed beaches, and areas of sandy bottom are all present and may be grouped according to soft and hard substrate areas. Within the hard substrate areas 29

species of fauna have been identified whereas 114 species have been documented in the soft substrate areas. Among these are mollusks and bivalves of various types and marine worms.

Below mean low water, mussel beds and red alga dominate, although kelp and sea urchins are also found. Eelgrass beds are an extremely important component of the benthic community surrounding Sears Island. These eelgrass beds, found around the entire perimeter of the island, are known to provide habitat for several species of invertebrates and fish. Eelgrass beds also stabilize and retain sediment and other constituents of the substrate; are a prominent part of the nutrient cycle; represent a high level of primary production of biomass; contribute to aquatic abundance and diversity; provide a canopy for refuge and attachment by numerous organisms, especially juveniles; and mediate both short- and long-term biological and chemical interactions within the estuarine system. Migratory waterfowl and other shorebirds use eelgrass beds for food and feeding habitat.

An historic scallop bed lies to the southeast of Sears Island. Although not commercially viable since the early eighties, it remains potential scallop habitat. Upper Penobscot Bay, and especially the areas around Sears Island, are spawning and nursery area for such species as Atlantic herring, winter flounder, Atlantic menhaden, alewife, Atlantic mackerel, Atlantic salmon and rainbow smelt. The area was historically nursery for cod and haddock before the demise of those fish species. The area is also home to striped bass and other finfish.

The aesthetic resources associated with Sears Island include views from Sears to various points around the upper Penobscot Bay and views back toward Sears Island from a host of public vantage points. For example, the views from Belfast City Park and Moose Point State Park have Sears Island in prominence as a middle ground focal point. This is also true of views from Sprague's Beach on Islesboro, various locations along Route One, and miles of Pen Bay locations in and around the upper bay.

Although there is only a small proportion of protected acres around Penobscot Bay compared to the total acres in the region, some of the largest tracks are in close proximity to Sears Island. These include the 14 hundred acre Holbrook Island Sanctuary on Cape Rosier, the 27 acre Turtle Head Environmental Education Sanctuary owned by Islesboro Islands Trust just south of Sears Island, Maine Coast Heritage Trust's Hatch Natural Area (96.5 acres) and the Castine Land Trust's Henderson Natural Area (90 acres).

Potential Growth in Immediate Area

The Sears Island access road from Route One is presently largely undeveloped. The Searsport Historical Society headquarters is located in a carefully restored building on this road. This approach corridor will be ripe for carefully planned, appropriate growth in selected tourist amenities and nature-based tourist services. It may also be important to encourage green space and development that is integrated into the environment along this access road as an appropriate introduction to the Sears Island experience.

Management Goals and Objectives

Ecological Objectives

As noted above, Sears Island is ecologically diverse, making management of the conservation values a complex task. A full ecological inventory of the island, to update work done in the eighties and nineties, is essential. Of especial concern are vernal pools, large forested blocks, nonforested and forested freshwater wetlands, estuarine wetlands and intertidal resources. The goal of management of this conservation area is to protect the diversity while simultaneously allowing public use.

Significant mature forest acreage may warrant a detailed forest management plan that would maximize continuation of large, mixed growth, multi-aged forest blocks.

In all cases, maintenance of species diversity is a primary goal. To the extent necessary, conservation of ecological diversity will take precedence over recreation and education goals. For example, access to wetlands will likely be limited to small educational groups only during certain seasons and the location of trails will avoid sensitive areas and endangered species.

Recreation and Education Objectives

Recreational and educational access to various points of contact with the ecological diversity will be somewhat limited in order to conserve those features and functions. There will be no camping and almost exclusively day use, for example. However, several recreational and educational uses, both active and passive, will be encouraged and promoted in designated areas and will be enhanced by:

- trails of differing levels of challenge, from handicapped-accessible to narrow, wild footpaths;
- safe beach access points, secured from erosion;
- composting toilet facilities at trailheads and beach access points;
- signs and kiosks to provide natural and human history interpretation;
- a building at the northern end of the island, up to 2,000 square-feet in footprint, sited and constructed in the most environmentally responsible manner, to provide a visitor welcome and information center, education and stewardship facilities, and potentially the offices of a natural resource agency; and
- parking on the causeway and/or on the island screened with native vegetation and sufficient in capacity to provide for expected levels of visitation.

Active programming will include youth and public education programs, events, interpretive workshops and programs, research by various institutions, kayak training, water quality monitoring, tracking, wildlife identification, and more. Passive programming will include provision for swimming, beach combing, birding, and other “passive” public uses that do not require organizational leadership and oversight.

Management Strategies

Coordination and Partnerships

The entirety of Sears Island will be permanently committed to conservation, outdoor recreation, and environmental education even as Mack Point, one of three Maine ports, is fully utilized, enhanced, and expanded. Sears Island will continue to be owned by the State of Maine under the jurisdiction of the Department of Conservation (DOC). The island's conservation, recreation and educational future will be further secured with a conservation easement held by a land trust. Friends of Sears Island, or a similar local citizens group, will provide volunteer assistance to the owner for stewardship of the island.

While the conservation easement will cover the entire island, the visitor and education building will be located a building envelope designated for that more intensive purpose. Conservation and recreation stewardship will largely be accomplished by the land trust and Friends of Sears Island under the jurisdiction of DOC. Monitoring the island and maintaining the trails are examples of this stewardship activity. Creation of new trails, construction of kiosks and other minimal improvements described in more detail below will be undertaken under the direct oversight of Friends and the land trust.

Education activities, construction and maintenance of the visitor and education building and its facilities will be accomplished by a state and/or federal agency (for example, U.S. Fish and Wildlife and Inland Fish and Wildlife), an educational institution (for example, the University of Maine or Unity College) or a new nonprofit organization created specifically for this purpose. It is expected that the organization responsible for providing these educational services will provide payments to the Town of Searsport in lieu of property taxes.

Sears Island has been designated a Marine Uses zone by the Town of Searsport Comprehensive Plan. The conservation, education and recreation uses described here will require local permitting but appear to be consistent with the Town Comp Plan.

Recreation and Education Management Guidelines and Principles

This development will bring good paying jobs to the local economy, enhance existing businesses and spawn income-producing, off-island development. Properly planned and marketed, this development will complement and be complemented by other local points of interest (Fort Point State Park, Fort Knox, etc.) and enhance sustainable economic growth in eastern and northern Maine. It will enrich citizens' lives, preserve the natural and cultural resources of Sears Island and improve and diversify the regional economy. This plan for Sears Island conforms with the Town of Searsport

Comprehensive Plan and related local zoning.

People will come to Sears Island to recreate, to learn and to simply enjoy being in a place apart. For some folks, the island may be the high point of their trip to Penobscot Bay; to others, it will offer a way to get to an intimate knowledge of their own back yard. Hiking, snowshoeing, nature study, cross-country skiing, and other ambulatory pursuits, including handicap accessible areas, will be a primary focus for visitors to the island.

More than 900 acres of undeveloped land and the five miles of shoreline will remain a wildlife preserve. Interpretive signage will be a key component of the visitor experience,

providing information on the cultural, historic, natural, and scenic environment, such as old trees, stone walls, cellar holes, vernal pools, wildlife, scenic views, and saltwater wetlands. What will draw visitors is a sense of uniqueness... a place both convenient and a world apart.

The Trails

Hiking, snowshoeing, nature study, cross-country skiing, and other ambulatory pursuits will be a primary focus for visitors to the island. With over 900 acres and close to five miles of mostly undeveloped shoreline, Sears Island will be an outdoor enthusiast's dream. The Preliminary Management Plan calls for three distinct types of trails that will provide a wide variety of experiences for people of all ages, interests, and abilities.

➔ *Farm Roads*

A number of old farm roads had been constructed throughout Sears Island over its agricultural and settlement history. Remnants are found throughout the northeast quadrant, following ancient treelines, and paralleling the gentle slopes. The Plan envisions a restoration of these old roads into wide stone dust pathways as main pedestrian thoroughfares. They will connect some of the major activity areas, e.g., the entrance area/beach/picnic area with the old fields in the midsection of the island. The farm roads will be handicapped accessible, and will include frequent places along stone walls or under the trees for people to stop and rest. The woods along the edge of the trails will be thinned in some areas to provide views well beyond the trail. In other areas, the trees will remain tight to the path to maintain a sense of enclosure and perhaps mystery.

In addition to being a core visitor experience, the 10'± roads will provide a route for emergency and authorized maintenance vehicles to gain access to the more popular parts of the island. Their design and construction will take into account the need to support occasional vehicles while not appearing to be a major thoroughfare.

➔ *New Walking Paths*

The Preliminary Management Plan calls for two or more miles of new walking paths that will provide an accessible way for people of all abilities to explore the island. Walking paths will be designed in interconnecting loops to give visitors a variety of experiences depending upon their interests, abilities, and amount time they have to spend.

The walking paths will be laid out to keep people well above the waterline and away from sensitive habitats and dangers to public safety. With proper planning and some light thinning of lower tree branches they can provide periodic views of Long Cove, Stockton Harbor, and Penobscot Bay. A buffer zone of at least 25 feet should be maintained between the paths and the high tide line, in keeping with DEP criteria for setbacks from natural resources.

The paths will average 3 to 4 feet in width and surfaced with stone dust or woodchips. Some of the more popular routes (e.g., near the entranceway and along the shoreline nearest the parking area) may have to be widened to 5-6 feet to accommodate the anticipated number of visitors. The maximum slope will be held to 5% (a five foot rise/fall over 100 feet of distance) to eliminate the need for handrails or ramps.

While it is anticipated that trained volunteers or Youth Corps workers could complete a percentage of the construction, a general contractor will be necessary to oversee construction to ensure compliance with environmental guidelines and proper construction standards. Approximately two miles of walking paths are shown on the plans. While the island could certainly hold more, the objective is to provide a high quality recreational experience while minimizing the overall impact on the island as a whole.

➔ *Backwoods Trails*

Many of the anticipated visitors will come to get a feel for a true Maine rarity, i.e., an undeveloped coastal island. A system of backcountry hiking trails will be developed for the more adventurous individuals, bringing them around the whole island, to the beach at the southern end, to sheltered coves and rocky promontories.

These will be much more informal routes than the walking paths. Where possible they will follow existing trails and maintain the same degree of separation from the water. The trails will be designed to offer some degree of challenge by their length, gradient, and alignment. In addition to the circumferential trail, a number of side trails will provide access to the interior of the island to add further variety to the visitor experience.

➔ *Interpretation / Observation Areas*

Interpretive opportunities abound on Sears Island: the old trees that mark the edge of the fields, the stone walls, the cellar holes, the wildlife, the views, the entirety of Penobscot Bay. Interpretive signage will be a key component of the visitor experience, providing information on the cultural, historic, natural, and scenic environment. The interpretive signage will be one part of a larger plan for island-wide interpretation aimed at visitor understanding and educational use. Signage will be developed according to the MaineDOT guidelines for Scenic Byways, stressing colorful graphics, timeless messages, and multi-lingual audiences.

➔ *Trailheads*

With a 900-acre island, the general public will need simple, yet effective trailheads to orient them to the island and outline the various opportunities for hiking and other outdoor pursuits. Several covered trailheads will be located at points of visitor concentration to encourage a wide range of trail use and minimize people getting lost on the island. The graphics will be lively, informative, and indicative of the spirit of Sears Island.

➔ *Beaches*

The existing beaches on either side of the causeway are a draw for local residents and summer visitors alike. They are easily accessed and are generally lightly used. The Preliminary Management Plan calls for a few minimal enhancements to improve their aesthetic qualities (general clean up, debris removal, erosion control) and accessibility (ramp and stairway from parking areas and/or causeway).

Picnic Areas

Formal picnic areas will be established in the woods above each of the beaches on either side of the access road. A total of a dozen tables will be installed within an easy walking distance of the parking areas and composting toilet.

➔ *Toilets*

Composting toilets will be installed at key locations on the island to provide a key visitor service. A Clivus Multrum M-12 (or suitable equal) with four fixtures will be located at the entrance to the island that will be the main point of visitor contact. Smaller composting units may be suitable for other locations on the island (such as the trailhead at the old field and the waterfront). Portable restroom facilities may have to be used in these areas if visitor use levels are not high enough.

➔ *Parking Areas*

The Preliminary Management Plan stresses a low-impact approach to the development of Sears Island. While cars are recognized as a necessity in getting to the island, they should never dominate the landscape or become an intrusion into the marine and upland environment. Where parking areas are needed, they will be sited off the main road, away from the farm roads and trails, or on the causeway, and screened by native vegetation and low earth berms. Parking surfaces will be constructed of gravel or similar porous pavement. Runoff will be treated using low impact design techniques promoted by Maine DEP.

➔ *Sears Island Entrance*

The entrance onto Sears Island will be designed to welcome the visitor and provide a friendly point of initial contact. The Plan splits the existing access road with an island to slow traffic down and provide a base for a small welcome/information booth. A unique sign will identify the island and provide some basic information when an attendant was not on duty. The entrance will be attractively landscaped with native plantings. A marked crosswalk over the traffic island will also serve people walking to the beach.

➔ *Visitor/Education Center and Administrative Office*

The visitor and education center will be a model of green building and site technology to reinforce the theme of Sears Island as a resource for greater community understanding and sustainability. The style of the structure, designed by local architects, will grow out of appreciation for the site and its unique location on the coast of Maine. This structure on the island will be a two-story visitor and education center, tucked into the woods near the causeway, overlooking Stockton Harbor. The building will provide visitor orientation, seasonal displays, and interpretive exhibits. It will also provide space for classroom activities, research, lectures, and other similar uses.

The second floor of the building will be designed to provide office space for those providing resource management and educational services. It may be possible to work with the existing grade to provide a separate entrance to the office component at an upper level and eliminate the need for an elevator

➔ *Parking*

The Plan calls for two options for parking. The first keeps all cars (with the exception of emergency vehicles) off the island. Parking for 30± cars will be allowed on the east side of the causeway, screened from the roadway by plantings of native shrub to minimize the view. People will walk to the entrance point, just like they do at the present time. As an alternative, the causeway parking will be reduced to ten cars and a small parking lot (providing space for 20± cars) will be provided at the visitor center. It will be located off the main road and screened by evergreens.

➔ *Put-In For Small Hand-Carried Watercraft*

The end of the causeway provides an easily accessible place to put in a canoe or kayak. Facility needs for the put-in will include signage, a simple set of stairs and a ramp leading into the water, perhaps done in conjunction with improved beach access. The east side of the causeway (into Stockton Harbor) may be a more desirable location than the west side (Long Cove) to keep the light boats away from the ships at Mack Point.

➔ *Old Fields Area*

The old fields surrounding the site of the original island homestead will be restored to capture a sense of how the island developed over the past centuries. This level of improvement will require minimal infrastructure, which will be limited to a composting toilet (or wooden enclosure for a portable outhouse) and a trailhead kiosk.

➔ *Waterfront*

The existing waterfront improvements will remain intact under this scenario. A wooden fishing pier could be constructed over a portion of the existing jetty to provide accessible fishing opportunities for visitors to the western side of the island. A composting toilet (or wooden enclosure for a portable outhouse) will be sited at the edge of the woods.

Funding

Capital costs to build the visitor/education center, expand and improve the trails, create parking, install kiosks and provide toilets is estimated to be \$1,145,000. This and any other startup costs will be raised during a Sears Island Capital Campaign. While the most of the money raised in such a campaign is expected to come from landowners along Maine's coast, it will be a statewide effort involving several partners but run primarily by Friends of Sears Island and the land trust holding the conservation easement.

Capital campaigns of this magnitude are not uncommon in the land trust community. Maine Coast Heritage Trust just successfully completed a much more ambitious campaign.

Annual operational budgets are expected to be raised in much the same manner as raised by the Wells Estuarine Reserve. The educational facility will find organization and agency funding from parent sources, foundations, and perhaps some service fees. The conservation and recreation budgets will come from membership drives and foundation support.

Economic Analysis

Three types of economic impact will occur as a result of the creation of any one of the recreational/educational facilities described in this report. The first is the intrinsic satisfaction enjoyed by those who engage in the recreational and educational activities provided by the facility. The second economic impact is the likely additional spending in Searsport and the mid-coast region by Sears Island visitors.

Finally, the third impact of these investments is the maintenance of Sears Island as a largely natural environment. These land uses will not adversely affect the real estate and ecological values of the region. Commitment of Sears Island to these conservation, recreation and educational uses will remove a major uncertainty that has been hanging over the area for decades.

Funding Needs

Capital Investment	\$1.1
Annual Operating Budget	\$0.2
Annual Associated Retail Sales	\$1.7
Sears Island Employment (FTE)	2 - 6

Appendix I

The Sears Island Planning Initiative Preservation and Port Affinity Group Draft Preliminary Sears Island Management Plan Essential Improvements

Entrance / Entrance Drive

- Landscape to introduce native grasses / flowering shrubs
- Walking path connection to mainland
- New entrance gate to reflect conservation purpose
- Split entrance island to slow traffic and provide safe pedestrian crossing
- Low key signage
- Traffic calming to reduce speed

Northern Half

- Conservation, education, tourism, and recreation land uses
- Preserve / highlight existing trees where possible
- Minimal visibility from the access road
- Minimize site disturbance
- Preserve large blocks of unbroken habitat

Southern Half

- Conservation, resource preservation, low impact recreation, supervised education and approved research
- Extend trails

Preservation of Landscape

- Utilize existing pathways/roadways where possible
- Preserve historic trees along existing old farm roads
- Maintain / restore stone walls, especially along caraways
- Maintain large blocks forest
- Protect vernal pools
- Limit runoff and negative impacts to marine waters

Visitor and Education Center

- Preserve maximum amount of vegetation
- Building design should reflect traditional coastal Maine forms and materials
- Architecture should complement the landscape, not overwhelm it
- Follow sustainable design principles
- Plan for flexibility
- Utilize second floor of Visitor / Education Center for offices (e.g., park HQ)

- Buildings should be sited so they are not visible from the water

Parking Areas

- Utilize grass surface / porous surfaces where possible
- Design parking areas around existing trees
- Limit number of cars in each 'bay' to 20±
- Locate parking areas to minimize visibility
- Connections with boardwalks/wooded pathways
- Share parking resources where possible (e.g., visitor center and education center)

Pond near old foundation

- Preserve maximum amount of landscape as possible
- Utilize boardwalk as an education access way

Trails

- Utilize porous surfaces
- Provide handicap accessible trails on the northern half of the island
- Provide semi-remote trails on the southern half
- Open filtered views of the bay every 1,000'±
- Maintain natural vegetation, following Maine DEP guidelines

Appendix II

Matrix of Improvements and Schedule of Costs

FACILITY/ INVESTMENT	DESIGN GUIDELINES	SIZE/ AREA	COST EST	EXPECTED OUTCOME
Entrance improvements	Welcome booth (10x15') Split entrance Marked crosswalk Entrance sign Landscaping	As noted on Preliminary Plan	\$20,000	Create a welcoming presence at the entrance to Sears Island. Provide a shelter for personnel at entrance. Provide a safe crossing between the parking area and beach.
Entrance Parking (option A)	Confine parking to causeway Landscape causeway to provide shade and a more attractive entrance Gravel parking separated from road by planting strip designed to screen cars	Provide improved parking for 25± cars	\$15,000	Keep as many cars off the island as possible. Screen cars from view as visitors cross the causeway. Continuation of existing parking pattern on causeway
Entrance Parking (option B)	Provide gravel parking (reclaim surface) near entrance Work around existing trees Landscape to maintain canopy Provide 2 accessible spaces	Spaces for 20± cars	\$20,000	Minimize visual impacts by locating parking area in woods Convenient to Level 1 facilities
Composting Toilet at Entrance	Model M-12 composting toilet as designed by Clivus Multrum or equal 3 waterless toilet fixtures; one waterless urinal; 500 gallon liquid storage tank Hand sanitizer (eliminates need for water and winter heat)	See product literature by Clivus Toilets may be located inside visitor center	\$45,000 (This includes the building, the composting equipment, and necessary sitework)	Anticipated peak of 100 users per day during summer (25 peak days); average of 50 users/day summer; 10/day winter. Educational benefit with proper interpretive signage Separate toilet
Visitor Center / Resource Agency Office at Entrance	Green architecture Information desk/Sears Island displays/meeting room/office Outdoor display / activity area Two story building 2nd floor office space for Park HQ and resource agencies Build into slope with uphill access to avoid need for elevator	30'X40'± footprint	\$750,000 for building and displays	Introduction into Sears Island for visitors: anticipates use: average summer weekday: 100 users/day; peak summer days: 200 visitors/day. Ability to host classroom visits of 20-30 students. Office space for local/state/federal resource agencies that would benefit from waterfront location in mid-coast Maine Could provide income stream to help fund operation and maintenance of Visitor Center Shared facilities may reduce cost (e.g., utilities, heat, meeting room)
Parking for	Separate parking to allow access at upper	Space for 10-	\$20,000	Provide separate parking areas for separate functions

FACILITY/ INVESTMENT	DESIGN GUIDELINES	SIZE/ AREA	COST EST	EXPECTED OUTCOME
Resource Agency Office	level	20 cars		(office and visitors)
Picnic Areas	Thin woods for filtered views Access to shoreline trail Accessible picnic tables Accessible wood chip surface for trails and under tables	4-6 tables in each of two locations on opposite sides of access road. 10 total	\$10,000	Low-key recreation opportunity for family groups visiting Sears Island and traveling Route One Peak days: 10 tables x 4 persons/group x 2 turnovers/day
Beach Improvements	Minimal improvements: Access stairs/ramp Clean-up		\$5,000	Make beaches on both side of causeway more attractive and accessible to a larger user group Anticipated usage: primarily local residents/ 50 per day
Old Fields Trailhead and Info Kiosk	Simple wooded shelter for trail maps, general information, and seasonal exhibits Locate near parking area and trails Large boulders for sitting		\$10,000 (includes exhibit designs)	Encourage more dispersed visitor use throughout island
Old Fields Composting Toilet	Composting toilet by Clivus Multrum;	See product literature	\$45,000	Anticipated peak of 75 users per day during summer (25 peak days); average of 50 users/day summer; 5/day winter.
Boat Put-in	Simple put-in for small boats		\$25,000	Provide a place to launch kayaks into Penobscot Bay and a place for accessible fishing Anticipated use: peak summer: 50 kayaks/day; average summer: 25/day; off-season: 5/day
Waterfront Trailhead and Info Kiosk	Simple wooded shelter for trail maps, general information, and seasonal exhibits Locate near parking area and trails Large boulders for sitting		\$10,000 (includes exhibit designs)	Encourage more dispersed visitor use throughout island
Waterfront Composting Toilet	Composting toilet by Clivus Multrum	See product literature	\$45,000	Anticipated peak of 75 users per day during summer (25 peak days); average of 50 users/day summer; 5/day winter.
Observation Area(s)	High quality interpretive signage Large logs or boulders for sitting Wood chip surface	Circular area 20' diameter± adjacent to trails	\$10,000	Enrich educational / cultural experience of island visitors
Old Farm Roads	Follow historic roadways Preserve existing trees / walls along edge Upgrade with stone dust Up to 10-14' wide Maintain < 5% slope	3,000 linear feet of trails to be upgraded	\$10,000	Provide fully accessible routes along the crest of the island and along historic roadways Core visitor experience for year-round recreation: hiking, nature study, cross-country skiing, snowshoeing.
New Walking Trails	Stone dust or woodchips <5% slopes; 3-4' wide	10,000 linear feet of new	\$50,000	Provide accessible trails in looped system to encourage island exploration, especially for family groups

FACILITY/ INVESTMENT	DESIGN GUIDELINES	SIZE/ AREA	COST EST	EXPECTED OUTCOME
	ADA accessible Some amenities (signs, benches)	trails		Anticipated use: peak summer: 200 persons/day; average summer: 100 persons/day; average off-peak season: 50 users/day.
Backwoods Trails	Dirt path / gravel in wet areas May be > 8% slope Interpretive signs Hewn logs for benches	20,000 linear feet of new hiking trails	\$50,000	Provide hiking opportunities for more adventurous individuals Anticipated use: peak summer: 100 persons/day; average summer: 50 persons/day; average off-peak season: 25 users/day.
TOTAL ESTIMATED COST			\$1.140,000	